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Preserving the Past
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# FLASHBACK

*Published by*

**Washington County
Historical Society**

## Washington County Historical Society

118 E. Dickson St. Fayetteville, AR 72701

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# WASHINGTON COUNTY'S FIRST FLIGHT

*by T. E. Jordon*

"The entire county is aroused over the feat of these airship voyagers," reported L. R. Pittman of the Washington County Fair Board to local newspapers, "We feel that the people of this part of the country should see at close range this wonderful invention." See it they would, for on September 1, 1911, eight years after the Wright Brothers' historic flight, the County Fair would host Glenn Luther Martin and his flying machine. Local history was made.

Jay Fulbright, the father of former United States Senator J. William Fulbright, was the man to bring aviation to Washington County. As president of the 1911 Fair Board he wanted that fair, the 6th to date, to be the best the county had ever seen. So he needed a spectacular event to attract the people into his fair.

One can't say for sure, but there is a good chance the idea of having an aviator fly here may have come from a front page article in the June 3 *"Fayetteville Daily"* detailing the first aeroplane flight at Little Rock. Or it may have been that the smash hit of 1910 "Come Fly With Me In My Flying Machine" was the attention getter.

No doubt having an aviator appear would be a coup. However, the cost would be high. Lincoln Beachey, without a doubt the greatest pre-World War One barnstormer to ever live, of the Glenn H. Curtiss Exhibition Company, commanded fifteen hundred dollars per exhibition flight. Aviators flying for the Wright Exhibition Company, Curtiss' main competition, were equally well paid by the standards of the day. Company men received a base salary of twenty dollars per week. Then, for every day they flew they received an extra fifty dollars.

Many professional aviators of the day made salaries of six and seven thousand dollars a year. However, they had to buy their own aircraft from whatever company employed them. And giving exhibitions was only one part of their job. The main purpose of their being out there was to sell airplanes to prospective buyers. In the case of the Wright Exhibition Company, the cost of an airplane was five thousand dollars.

Glenn L. Martin, the man who made Washington County's first flight, did not come cheap. For a two-day exhibition in California he had charged $750. And the Fair Board was asking for a three-day stand. In the end, the hat was passed around the community and the necessary funds were raised with Jay Fulbright giving a major portion of the needed amount.

On August 21, it was announced that the Washington County Fair directors had secured through the Curtiss Exhibition Company the services of Roy Burgess, a "noted aeronaut." It went on to remark that "this will prove the highest kind of drawing card."

Somehow Roy Burgess found himself replaced by Glenn L. Martin. And there couldn't have been a better man to introduce Washington County to aviation. Glenn L. Martin was your stereotypical birdman. His entire life was devoted to aviation.

As a young boy he built box kites on his mother's kitchen floor which he sold for a quarter each. In 1905 he built his first glider out of bamboo and varnished cotton cloth. He then proceeded to teach himself how to fly. In 1907 he rented an abandoned church in California for twelve dollars a month where he built his first real airplane. Over the next two years he spent two thousand dollars on the project. Once again he used bamboo and varnished cotton cloth, only unlike his glider, to this

craft he added a second hand fifteen horsepower Ford engine.

On August 1, 1909, Martin made his first powered flight. He traveled one hundred feet at an altitude of two feet. Learning from that first flight he made adjustments to the aircraft and his technique and went on to make others. In 1910, the *"Los Angeles Times"* ran a photo of him and his aircraft. In November of the same year he made his first exhibition flight over Santa Ana. The money from the ticket sales went into building his second plane, the plane he would take barnstorming across the west in 1911.

Glenn Martin became aviation's number one booster. Among the early firsts he claimed was being the first aviator to take his mother aloft, the first to shoot motion pictures from an airplane, the first person to bombard fixed positions from the air (using flour sacks), the first person to hunt wildlife from the air, the first to deliver newspapers from one town to another by air, and the first to drop a female parachutist. In 1912 he was awarded "Expert Aviator's Certificate" #2. And finally in 1915 he scored another first by staring in the motion picture *"The Girl of Yesterday"* opposite Mary Pickford in which he played a dashing aviator.

Martin developed the reputation of being a "flying dude." One of the first pilots to wear goggles, he also pioneered the wearing of special flying clothes. In his case it was a black jacket and pants. Martin felt pilots should look as professional as they were knowledgeable about flying.

Barnstorming in 1911 was much different from how it came to be conducted right after World War One. In the early days, to get from show to show, barnstormers loaded their planes aboard railroad cars and hauled them from one destination to the next. There were several reasons for this. The top speed of most planes of that day was around 40 to 45 MPH. The engines were highly undependable and cross-country flying was almost unknown.

Their wisdom in doing so was demonstrated by Cal Rogers' September to November 1911 transcontinental exhibition flight. Over forty-nine days and several major repairs following crashes in which the plane was virtually rebuilt in the field, Rogers was finally able to see the Vin Fiz, a Wright aeroplane, through this

country's first transcontinental flight.

A week before the fair was to open the *"Fayetteville Daily"* reported that "the officers of the Washington County Fair Association held a long distance telephone conversation yesterday with the manager of the Curtiss Biplane Co., who was at the Hotel Rome, Omaha, Nebraska, and they were assured that their birdman would be here on time and give an exhibition every day. As there have been doubting Thomases about the aeroplane exhibits, this assurance will put a quietus on them."

So it was that Glenn L. Martin and his mechanic came to Fayetteville as part of his 1911 tour. The funds from that season were to be used to finance his fledgling airplane-building company, the Glenn L. Martin Company.

By all accounts, the first day of the fair, October third, was a success. The three hours of horse racing was the finest ever to be seen with Plush Boy winning three straight trotting races. But everybody was at the racetrack to see Glenn L. Martin fly off the racetrack's infield. Today this area is the site of the University of Arkansas' Indoor Tennis Facility.

The *"Fayetteville Daily"* carried a full report of the flight noting, "There were many doubting Thomases. They didn't understand how a man could fly in a heavier than air machine without the aid of a balloon. They know better now."

"Starting down the north side of the inner part of the fair grounds, he went south and rose as gracefully as a bird, getting higher and higher all the time, until he reached a height of 1800 feet. After getting a mile or two south of the fair grounds, he circled over the grand stand and went northwest over the south part of town, reaching Center Street. Again circling to the west, he again passed over the grand stand and on south for half a mile, when he circled to the east and came down where he started, alighting easily and without a jar. The wind was blowing at the rate of 33 miles an hour which made it exceedingly hard sailing when squarely facing it, as he was when going south."

The *"Springdale News"* in its account of the flight called it "an attraction that is something out of the ordinary." It went on to note that the flight began promptly at four o'clock and at one time reached a speed of sixty-five miles an hour.

There were hard rains falling all day on the fourth, so Glenn

Martin didn't make his second scheduled flight. To fulfill his contract, he made two flights on October fifth. One of those lasted for fifteen minutes and it was reported that almost ten thousand persons were on hand that day to watch.

We might have been left with only the newspaper accounts of Glenn Martin's flights had not a photographer been on hand to record one of the flights on the third day of the fair. The photograph has often been reported as being of the first flight in the county, but the date across the bottom clearly establishes it as being from the 5th, not the 3rd when the first flight was made.

After Martin left Fayetteville with his airplane to his next exhibition the *"Fayetteville Daily"* reported: "Glenn L. Martin can get all the recommendations he wants as an aviator of the first water from the people of Washington County." We're sure he was more than happy to add that to his list of firsts.

## CURE FOR SKIN CANCER

- Chloride of zink and blood root equal parts.
- Wet with alcohol and common flower to make a paste.
- For salve one pound of rosin, one pound of mutton tallow, half oz. of oil of spike put in when a little cool. If sore does not heal right, put in 15 to 20 drops of carbolic acid.

Harriet Lewis McCollom

The RUTHERFORD FAMILY Reunion Potluck will be held August 8, 1992, at Ozarks Electric Cooperative, Fayetteville, AR, at 10:00 a.m. 'til ?

*For more information contact:*
*Jack Carter, Farmington, AR. (501) 267-3459.*

# 80 YEARS OF AVIATION IN FAYETTEVILLE

**A history of aviation in Fayetteville**

*by Mike Eckels*

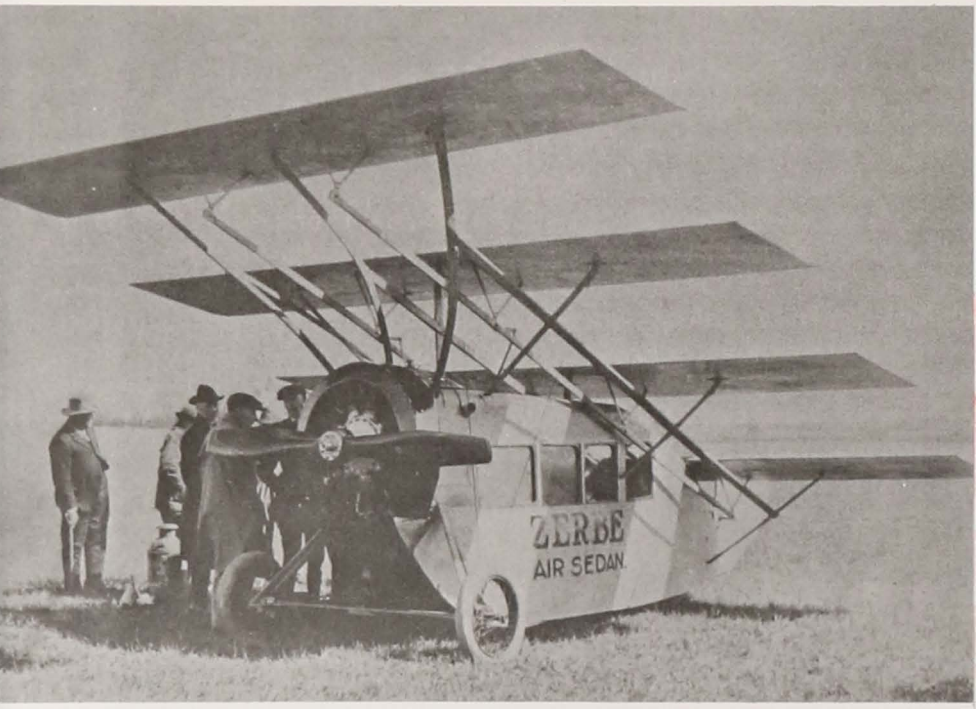
## Introduction

My first experience with Drake Field was early in 1967, when my parents and I came to Fayetteville to visit a friend. We drove up U.S. Hiway 71 from Ozark, Arkansas, and passed this airport on the way into town. Shortly after that first trip we moved to Fayetteville. In the time since, I have watched this airport grow. I remember the installation of the control tower, the construction of the present terminal, and the beginnings of the Arkansas Air Museum. In fact, the last time I flew as pilot in command was into Drake on the day of the formal dedication (October 5, 1980). I did not know, however, the aviation history that Fayetteville had to offer. The following project is meant to preserve this history for future generations.

**October 5, 1911:** On this day, the first flight in Fayetteville took place. Glenn Martin flew his Curtis-type Pusher aircraft around the skies over the old fairgrounds. Martin also made the first take-off and landing at that field, which is now the site of the indoor tennis courts and track at the University of Arkansas. It is interesting to note that Martin shipped his aircraft to Fayetteville via boxcar. It was then moved to the fairgrounds either by wagon or by truck. It was assembled, flown around the fairgrounds, disassembled, then loaded back onto the boxcar to be shipped to the next show. Those days, pilots didn't fly cross-country.

**1918-1919:** Fayetteville's first airplane builder, Professor J. S. Zerbe constructed this city's first powered aircraft, "Zerbe Air Sedan." It was believed that the Air Sedan achieved a height of 40-50 feet, although some eyewitness accounts put the height at 40-50 inches. It flew a short distance over the U of A track before landing at the fairgrounds. It then crashed into a fence at the end of the field. It was never flown again.

**1919:** Fayetteville's first test pilot was Tom Flannerty. Flannerty was the lucky pilot chosen to test the "Zerbe Air Sedan." The flight was a failure.




*Zerbe Air Sedan – Pilot Tim Flannerty*

**1911-1929:** Various fields were used as landing sites for local pilots and field-hopping barnstormers. Some of the sites included the old fairgrounds, the University of Arkansas Farms, the old Sportmans Club Golf Course. By 1929, the city had outgrown these small landing strips. A new airstrip was needed.

**1929:** A tract of land was purchased for $5,000 to build the first permanent airport. A three man committee consisting of Noah Fields Drake, Don Fuller, and Roy Scott was formed to consider sites.

The committee choose a site one mile north of the present airport. Tyson's Mexican Original plant now occupies the site. The new field was a half-mile tract of land, just long enough to accommodate planes of that time. The acquisition of that first Fayetteville Airport was in part due to the hard work and dedication of Dr. N. F. Drake. Dr. Drake contributed $3,500 to the purchase leaving $1,500 for the City of Fayetteville to provide for its first real airport.

**1936:** Residents of Fayetteville approved a $20,000 bond issue to build a bigger airfield. With this bond passed,the city acquired another half mile square plot one mile south of the first site. This was the beginning of the present airport. The field was cleared and two small hangars were built as the first buildings on Drake Field.

**May, 1937:** The Army Air Corps flew into Fayetteville for an overnight stay and were given a huge welcome by about 7,500 people. The 73 aircraft involved were on a series of training flights that converged at Fayetteville at 4:00 p.m. There were 101 officers, students, and mechanics in this group. The aircraft flown included 11 attack planes, 9 bombers, and 24 pursuit planes. Types represented included keystone bombers, Strike attack planes, and P-12E fighters. At 8:00 a.m. the next morning they left. Their orders were to report to Kelly Field, San Antonio, TX at 6:00 p.m. It proved to be one of the biggest military fly-ins in Fayetteville's history.

**November, 1939:** The first class of the Civil Aeronautics Administration's Civilian Pilot Training Program began flight operations at Fayetteville Field. The Civilian Pilot Training Program was designed by the CAA to boost interest in flight and other areas of aviation. The program was open to men and women between the ages of 18 and 25. Trainees were given college credit for the ground school and flight time while in the CPTP. The University of Arkansas was just one of over 400 colleges and universities across the U. S. to hold a primary contract. The University was responsible for operation of the ground school while the flight phase was operated by Fort Smith Flying Service through Phillips Flying Service. Thirty trainees, twenty-nine men and one woman earned their wings through the Fayetteville CPTP. Ed Horton, Ned Williams, John Lyle, and Stanley Adams were credited with the success of this first class using four Piper J-3 Cubs as their primary training aircraft.

**January 17, 1940:** Maurice Ash became the first woman to solo at Fayetteville Field. She was also the first woman to earn her wings here. Miss Ash was a member of the 1939-1940 Civilian Pilot Training Program. Her flight instructor was Ed Horton.

**September, 1940:** Raymond J. Ellis took over the flight con-

tract of Fayetteville. A. W. Hayes, a Muskogee, OK businessman had taken over the flight contract from Phillips Flying Service sometime before the beginning of the summer of 1940 class. During that summer course several problems occurred. Hayes felt it necessary to change leadership of the program. He confidently hired Raymond Ellis to operate this program. Ellis, along with his wife Sallye Margaret, moved to Fayetteville and assumed his new duties starting in the fall.

**October 1, 1940:** Fayetteville Flying Service began operations at Fayetteville Field. Ray Ellis, founder and general manager, assumed the flight contract from A. W. Hayes for the Fayetteville Flying Service, who along with the assistance of Donald Baxter, would manage both the CPTP flight contract and the airport for the next few years.

**December, 1941:** The Civilian Pilot Training Program ended at Fayetteville, as well as in the rest of the country, when the Japanese bombed Pearl Harbor. When the program ended at Fayetteville, 122 students had earned their wings and had become pilots. Five of these students were women. In addition to Maurice Ash, were Mary Sue McMurtry, Emma Whittington, Cissy Moll, and Margaret French.

*Spring Class '41 –*
*Mary Sue McMurtrey – Ray Ellis*

**January, 1942:** The CAA's War Training Service began operation in the spring of 1942 semester at the University of Arkansas and Fayetteville Field. The War Department took over all CAA training facilities, including the program here, in order to increase their supply of pilots during World War II. Fayetteville was a training base for Primary, Secondary, and Instructor Courses for the WTS. Many cadets that received training at Fayetteville moved on to advance training at military facilities across the U. S. before going overseas. Some of the aviation cadets stayed at Fayetteville to become instructors. Thus the City of Fayetteville as well as Northwest Arkansas contributed to World War II.

**December, 1942:** Two C-47 Transport aircraft towing a pair of CG4A Waco Gliders were en route to Ft. Bragg when they got caught in a snow storm over Northwest Arkansas. One of the glider pilots, who was familiar with this area, recognized one of Fayetteville's most prominent landmarks, Old Main. He knew there was an airstrip to the south of this landmark. He gave this information to his C-47 pilot. All managed to find Fayetteville Field and landed safely. A week later, the weather cleared and the two C-47 with gliders in tow continued on to Ft. Bragg.

**March 1, 1943:** The War Training Service ceased operations at Fayetteville and across the U. S. and the 305th College Training Detachment began. The War Department decided to move all pilot training facilities from civilian bases to military bases around the U.S. Some CAA facilities were lucky enough to be chosen for the College Indoctrination Course. The CIC gave new air cadets 10 hours of introductory flight lessons. Those that passed this course were taken into military service where they received more advanced training. Fayetteville was one of these CAA training centers. The 305th was the largest of the three programs with 150 cadets a month processing through Fayetteville.

**May 1, 1943:** Ground was broken for the new 139'x 150' all wooden aircraft hangar to house planes used by the 305th College Training Detachment. Participating in this ceremony was Henry George, designer of the project, Maurice Renner, Chamber of Commerce Aviation Chairman, James K. Gregory, Fayetteville City Alderman and Aviation Chairman, and Edger

Brown, Fayetteville City Engineer. Because the War caused a shortage of materials to build any type of structures, an alternate source had to be found. One of the most abundant resources in Northwest Arkansas being wood, it was decided to use this material to construct an aircraft hangar. Fayetteville Field had six small buildings (one large hangar, one small hangar, one T-hanger, a student ready room, an instructor's ready room, and an office) which were not large enough to house all 41 planes of the 305th. This hangar was needed to protect the aircraft from damage caused by weather.

**June 28, 1944:** Dedication of the new White Hangar. Experts said it could never be built, but Henry George, designer and chief engineer proved the experts wrong. Only eight men ever worked on its construction, an achievement in itself, considering the hangar's size. And, at a cost of around $15,000 it was an engineering marvel. George boasted about the number of aircraft that could be stored in his building. He claimed the White Hangar could hold at least 80 planes. As a matter of fact, the hangar could only hold 41 planes, the most aircraft parked at one time. The only way these planes could all be stored inside the hangar was to place the planes on their noses. All the city turned out for its dedication. The local newspaper ran a special issue announcing the event attracting visitors from all around.

**June 30, 1944:** The 305th College Training Detachment pulled out of Fayetteville ending the CAA's five year pilot training program. Over 2600 students received their pilot training at Fayetteville Field from 1939-1944 including over 2400 in the 305th alone. In all, the Fayetteville CPTP/WTS/CTD were highly successful, due in part to the dedication and caring of Ray Ellis and his staff with the Fayetteville Flying Service. When the 305th pulled out, the White Hangar was turned over to FFS. Pilots continued to earn their wings at Fayetteville.

**April 11, 1946:** Fayetteville Flying Service flew 5,000 baby chicks from Joplin, MO to Springdale, AR for John Tyson. For a few years afterwards, FFS continued to fly chicks for Tyson and Peterson Industries. One magazine called this bird airlift, "CHICKEN A LA WING." It was also referred to as "WINGS OVER NORTHWEST ARKANSAS."

**August 10, 1946:** South Central Air Transport or "SCAT" left Fayetteville for Little Rock via Fort Smith and Hot Springs. Departing Fayetteville at 7:30 a.m. in a Cessna UC-78 twin engine aircraft, this event marked the beginning of the commuter era in Arkansas. Once again, Ray Ellis, the man that operated Fayetteville Flying Service and the CAA training programs, was responsible for building this airline.

**1947:** Fayetteville Field was officially renamed Drake Field after Dr. N. F. Drake, the man largely responsible for acquisition of the land for the first airport as well as the present field. It was an honor which Dr. Drake could never receive in person for he had died two years earlier. The proposal to honor Drake was drawn up by James K. Gregory, Fayetteville City Councilman and long time friend of Dr. Drake.

**August 22, 1947:** The community of Tontitown, AR shipped grapes picked from their vineyards in Northwest Arkansas to President Harry S. Truman via Ray Ellis and South Central Air Transport. The purple cargo departed Fayetteville at 11 a.m. bound for Washington, D.C.

**1948:** South Central Air Transport "SCAT" Airline ceased operations.

Fayetteville Flying Service began a new flight service for the University of Arkansas at Fayetteville. FFS shuttled professors to their new campus in Little Rock and back to Fayetteville. This program was called the "Flying Professor Program." Eventually these flights lead to regularly scheduled flights to Little Rock. Today the University of Arkansas has its own aircraft, a Rockwell Turbo-Commander, and a hangar at Drake Field.

**1949:** Drake Field built its first paved and lighted runway. This Northwest to Southeast ($16^{o}$ and $34^{o}$) runway was 3000 feet long, part of the present landing strip.

The first flight Service Station was installed at Drake by the Federal Aviation Administration. It was housed in the southeast corner of the White Hangar. The Weather Service also placed their office with that of the FFS. The Flight Service Station is responsible for weather briefings, filing flight plans, and assisting pilots with any and all information they might need to insure a safe flight from take-off to landing.

**September 1, 1953:** Scheduled Skyways, owned and operated by Ray Ellis, made its first flight to Little Rock. The Cessna 195 under the command of Ray Ellis flew three passengers, U of A President John Caldwell, John Barnhill, and Dwight Morris, to Little Rock beginning a new era in aviation for Fayetteville as well as the State of Arkansas. In later years, Scheduled Skyways added several aircraft, including a Piper Apache, Aztecs, later the Piper Navajos and Beechcraft 99.

*SCHEDULES SKYWAYS SYSTEM — First departure of Little Rock segment from Fayetteville, Sept. 1, 1953. Plane, 5 place Cessna 195. Ray Ellis, pilot; John Barnhill, Athletic Director and Football Coach; John Tyler Caldwell, President of University of Arkansas; and Dwight Morris, Fayetteville businessman*

**December 7, 1954:** Central Airlines began commuter service to Fayetteville.

**1955:** The city of Fayetteville expanded the runway at Drake Field by 800 feet, for a total of 3800 feet. This was necessary to accommodate Douglas DC-3's flown by Central Airlines.

**1956:** Razorback Field was established as a private airstrip in the northern part of Fayetteville. Bob and Jim Younkin started this airstrip as a place to restore and fly vintage aircraft.

Many old planes have passed through the shops at Razorback. The Younkin Brothers have become the leading experts in vintage aviation in Northwest Arkansas. Bob Younkin still restores and flies vintage aircraft from this airdrome. On a beautiful day, you might see Bob flying his AT-6 Texan, PT-17 Stearman, Travelair 4000, or Piper J-3 Cubs into and out of Razorback Field.

**1959-1960:** The first formal terminal building was constructed at Drake Field. These buildings were located to the southeast of the White Hangar. The Fixed-Base Operator (Aero-Tec) and the FAA Airway facilities office occupy this building at present.

**September, 1960:** Central Airlines moved its operations into the new terminal building.

**1961:** The City of Fayetteville expanded the runway at Drake field by another 1200 feet, so lengthening its runway to 5000 feet. A parallel taxiway was also constructed at this time. The runway expansion and parallel taxiway were built to accommodate larger aircraft such as Central Airlines new fleet of Convair 440's.

**1962:** The Flight Service Station moved its operations out of the White Hangar and into its new facilities next to the terminal building. At present, the Flight Service Station is still located in the building.

**1964:** A new fire station was completed at Drake field which the Fayetteville Fire Department occupied later in the year. Fayetteville has had a fire unit station at Drake Field (the first fire truck was used during the pilot training programs) since the early 1940's.

**1965:** The City of Fayetteville once again expanded the runway at Drake Field to its present 6000 feet. The taxiways were also widened to accommodate the new larger turbo-prop aircraft used by Central Airlines.

**1966:** A temporary control tower was constructed to fit on the roof of the White Hangar. This tower was placed on the building during the University of Arkansas sporting events. At these times, the field would be inundated with all sorts of aircraft. It was necessary to have this tower to observe extra movement of traffic in and around the airport.

**October, 1967:** Central Airlines merged with Frontier Airlines. Frontier begins service to the Fayetteville area with their fleet of Convair 580's.

**October, 1972:** Scheduled skyways and Fayetteville Flying Service was sold by Ray Ellis to Paul Jones. Ray Ellis would stay on with Skyways in an advisory roll for the next year. One of the first changes Jones made to the airline was the acquisition of a new Beech 99, a 15-passenger twin-engine aircraft. This plane was used to enhance passenger service to the Little Rock area.

**1973:** Drake Field received its first modern FAA control tower. A three-story structure was erected next to the southern end of the Flight Service Station. Since the amount of traffic in and out of Drake Field was rising, the new control tower made it much easier to handle traffic in and out of the airport. But this was not the first permanent control tower at Drake. In the early 1940's, traffic for the pilot training program was directed from a raised wooden platform with railings along the top to prevent anyone from falling. This small structure was constructed in front of the old Fayetteville Flying Service office with a clear view of all three runways.

**October, 1973:** Ray Ellis retired from commercial aviation. His 38 year career includes such credits as owner-operator of Fayetteville Flying Service, South Central Air Transport or "SCAT," and Scheduled Skyways. He was responsible for the success of the Civilian Pilot Training Program, War Training Service, and the 305th College Training Detachment. Also, he was instrumental in the growth of aviation at Drake Field, where he served as Airport Manager for many years. Ray Ellis influenced many people over his colorful career including some top businessmen, John Tyson and Sam Walton to name a couple. Ellis is one of the true pioneers in aviation in Arkansas. In 1982, he was inducted into the Aviation Hall of Fame in Little Rock, an honor well deserved. He and his wife, Sallye Margaret, are both still active as members of the Arkansas Air Museum.

**December, 1978:** Paul Jones turned over controlling interest of Scheduled Skyways to Ray Young. Young began his era with the commuter by expanding the number of cities Skyways served. To do so, he expanded his fleet by purchasing a

Swearingen Metro II, an 18 passenger twin turbo-prop aircraft popular with smaller commuter airlines.

**September, 1980:** Drake Field opened a new terminal building just to the south of the old terminal and Flight Service Station. This expanded facility is the largest structure at the airport. The new terminal can accommodate five air-carriers, has a large waiting area, baggage area, five car rental agencies, a snack bar, and a larger space for the airport manager's office. The old terminal was turned over to the fixed base operator.

**October 5, 1980:** The formal dedication of the new terminal building. Among the speakers at this ceremony was Ray Ellis, who told the history of Drake Field: interesting that this ceremony took place on the 69th anniversary of the first flight in Fayetteville in 1911.

**November, 1980:** Royal American Airlines began passenger service out of Fayetteville. A Fayetteville-based airline being a joint venture by several area businessmen. One of its main routes was to Dallas/Ft. Worth in direct competition with Frontier and Skyways. Royal American's fleet consisted of the Vickers Viscount, a 56-passenger four engine turbo-prop airliner. The service lasted about two years.

**September, 1981:** Robert Shults assumed command of Skyways after Ray Young resigns his post as CEO of the airline. *Young assumed another position with Emery Air Freight.* When Robert Shults took charge, he instituted a program to make Skyways more cost effective by cutting operation expenses. At the time, fuel cost, maintenance, and labor were eating the airline alive. Shults' ideas worked for a while.

**February 1, 1982:** Frontier Airlines ended operations at Fayetteville after 15 years of service. One of the main reasons for their departure from Drake was the phase-out of their aging fleet of convair 580's. Frontier wanted to fly the Boeing 737 into Fayetteville. But Drake Field's runway and taxiways were not wide enough to accommodate such aircraft. Expansion was out of the question. The loss of this major carrier left a void in passenger service to Dallas. But this problem was short lived.

**1982:** Metroflight Airlines took over service from Fayetteville to Dallas/ Ft. Worth. In fact, Metroflight bought some of Frontier's Convair 580's for this route. About a year later, the

name was changed to American Eagle. After this, the Metroflight went to the newer Swedish built SAAB 340, 35-passenger twin engine turbo-prop.

**November, 1982:** Royal American Airlines ceased its commuter service operation and began a charter service. A year later, Royal American ceased all operations and went out of business after three years.

**1983:** Sunbelt Airlines began service to Memphis and Little Rock. Sunbelt Airlines would prove to be Skyways toughest rival and would prove to be its undoing. Sunbelt operated the more fuel efficient Embraer Bandeirantes, 18-passenger turbo-prop, and the larger Short SD3-60, 36-passenger turbo-prop.

**January 17, 1985:** Skyways merged with Air Midwest, one of the largest mid western air carriers. The stockholders voted to accept the merger. Skyways, one of the oldest commuter airlines, ceased to exist. Thus ended one of Fayetteville's most important chapters of aviation history. When Ray Ellis took to the skies on that fall day in September of 1953, he could not have foretold the success of his airline. His commitment to service to the people of Northwest Arkansas lived on throughout the 32 years of Skyways and beyond.

**January 18, 1985:** Republic Express started service at Drake Field. In 1988, its name was officially changed to Northwest Airlink, the parent company is Express I Airlines, Inc. They have daily flights to Memphis where connections can be made to many major cities in the South. Northwest Airlink currently flies the SAAB SF-340, a 35 passenger twin-engine turbo-prop aircraft, *the same type of plane flown by American Eagle,* and the Handley Page HP-137 jetstream, an 18 passenger twin turbo-prop aircraft.

**1986-1987:** Late in 1986, an idea was conceived to build an air museum at Drake. There was one choice the city could make for a site to house this air museum, the White Hangar. Since the airport had expanded its facilities on other sites, the need for the old hangar became less important. A few of the local aviation buffs talked the city into using the hangar. It had fallen into a poor state of repair. The restoration took about a year to complete. Late in 1987, the White Hangar was converted into the

Arkansas Air Museum. However, the Museum was only opened part time throughout much of 1988. In 1989, it began year-round operation on a daily basis.

**January 15, 1991:** U.S. Air Express began service to Drake Field after purchasing Air Midwest's routes and assets. They offer service to St. Louis, MO, five times daily. They fly the Embraer EMB-120 Brasilia, 30-passenger twin engine turbo-prop and the Aerospatiale ATR-42, a 48 passenger high-wing twin-engine turbo- prop. The ATR-42 entered service on April 28, 1991. Trans State Airlines, Inc. is the parent company of TW Express.

**October 5, 1991:** The City of Fayetteville proclaimed this day, "Fayetteville Aviation Day." City Mayor Fred Vorsanger delivered the proclamation at a gathering in the Arkansas Air Museum. Ray Ellis presented a short history of aviation in Northwest Arkansas followed by a speech by airport manager Dale Frederick on the future of Drake Field. The ceremony concluded with a commemorative flight by J. D. Ball in his Ultra-light. A Beech Staggerwing, owned by Mark Trimble, also flew in the celebration.

**INFORMATION CREDITS:**


Raymond J. Ellis
Al Goss,
and Floyd Carl, plus
Arkansas Air Museum, John Kalagias-Director
Drake Field Airport Manager's Office, Dale Frederick-Mngr.
FAA Air Traffic Control Tower, Don Owens, Mngr.
Beverly Milas, Air Traffic Controller,
Flight Service Station,
Aero-Tech,
American Eagle Airline,
U. S. Air Express,
Northwest Airlink,
Trans-World Express,
and Atlantic Southeast Airlines "ASA"
Fayetteville Fire Station Number 3 "Drake Field"
Air Midwest: The First Twenty Years, I.E. Quastler, Airline Press of California, 1985.

# J. D. WILBUR

## His Pottery in Cane Hill

*by Forrest Dutton Poorman*

In May, 1991, the tall wild grasses and trees in rich green foliage clothed the rolling hills just south of Cane Hill, Arkansas. It was a lovely time to return to Washington County to recapture the visions of my great grandparents, the Kidds, who had lived on and worked this land. The dense foliage hid features that played important roles in the lives of the future owners.

Searches for a water fall, a small stream, a potter's kiln and even a small family cemetery were almost futile, for they were well hidden under the vigorous vegetation. What a contrast to return in November when the grasses were brown and the leaves had fallen. We then discovered these features just a few feet from where we had searched in May.

Tandy Kidd and Family came to Mountain Township in 1841; and some 10 years later they settled on Jordan Creek, just south of Cane Hill. The Civil War and personal adversity caused the Kidd Family to sell the property. Following the sequence of buyers to the present-day owners has been a most interesting study in the rich history of this region.

Just when J. D. Wilbur came to the Cane Hill Area has not been established. A deed, dated 15 December 1869, reveals J. M. Roark sold Mr. Wilbur 9+ acres beginning at the quarter section corner and extending west on the section line between sections 8 and 17 in T14N R32W. The purchase price was $500. Another deed states J. M. Roark sold J. D. Wilbur 120 acres just NW of Cane Hill in 1871.[1]

It is suggested that James was Wilbur's first name and that he was born in Muskingum County, Ohio to the family of Thomas Wilbur. Many of the Wilbur family in the area were potters.[2] Mr. J. D. Wilbur, in the 1870 Washington County, Cane Hill Census, reported his age as 35 years, born 16 September 1833, in Ohio. He valued his real estate at $1,000 and his personal property at $250. A wife and children were not listed with Mr. Wilbur. His occupation was a potter. A laborer, E. C. Morris, 26 years old, born in North Carolina, was enumerated with him.

Part of the Kidd Estate was sold at auction 25 October 1873 to John Rankin Pyeatte and W. S. Moore. Later, J. D. Wilbur purchased 13 acres of this land. Thomas A. Reynolds, his wife, Ophelia Ann, and their eight children had lived on these acres since Tandy Kidd had agreed to build a home for them in 1854. The Reynolds were still in Cane Hill for the 1870 Census. Thus, Mr. Reynolds and Mr. Wilbur were neighbors for several years. They must have shared a common interest — one man being a daguerreian artist and the other a creator of interesting pottery.

Undoubtedly, Mr. Wilbur saw the advantages of the property that had been occupied by Thomas Reynolds. The legal description of this purchase was: "part of the NE 1/4 of Section 17, T14N, R32W beginning 8 chains and 50 links east of the quarter section corner of the north side of Section 17, T14N, R32W running thence south 20 chains; thence west 8 chains and 50 links; thence north 13 chains and 68 links; thence east 6 chains and 32 links; thence north 6 chains and 32 links; thence east 2 chains and 38 links to the beginning, containing 13 acres more or less, being part of the northwest 1/4 of the NE1/4 of said section." (A chain equals 66 feet or 100 links). When these measurements are drawn on a section map, they reveal that 4 acres are not involved in the purchase. It is possible that this area had previously been set aside for the Kidd Family Cemetery.

Jordan Creek was to the east and south of the property. The branch from the two McClellan springs came from the north to cross on the west side of the property continuing south over the fall and then joining Jordan Creek. This source provided an ample supply of water needed to maintain a pottery. Today, the branch flows through a culvert to cross the farm road nearing the site of the old kiln and waterfall which was created by a sheer drop over a sandstone wall about 12 feet high. Stories linger about the sturdy men and women living in the area who regularly had their Saturday night baths under the falling water.

When Tandy Kidd built the house for his son-in-law, Reynolds, it was undoubtedly a two story log house. Sawed lumber was scarce in the Cane hill area in the 1840-50s. Most of these older homes were burned during the Civil War. Today, the house that is on these original 13 acres has the structural features that suggest it was a dog-trot house when first built,

perhaps by J. D. Wilbur. The house has a large, wide closed-in breeze-way with two rooms on either side. Each new owner had undoubtedly added on rooms and renovated the existing structure. The house now has a long L-shape with a porch on the south. The foundations are of native stone, very abundant n the area. If Mr. Wilbur built the home, it was probably in 1874-75. A rock spring house is on the north side. The spring house has an overflow reservoir and is a very cool place to keep the perishables. A rock spring house on the north side now contains a cistern which provides water for the house.

Mr. Wilbur set up his pottery above the fall and about a 100 feet east of the water supply. Conrow R. Miller, in his booklet *The Cane Hill Story*, 1825-1969, described the pottery as follows: "He had a box-like vat in which the clay was mixed for his use. In the middle of this container there was a post set upright with an arm that reached beyond the box. There was a mule hitched to the arm, much like the device used to press out cane juice and to make molasses. As the mule walked around the vat, the blade on the inside rotated. This mixed the clay to the proper consistency for molding vessels. From time to time the water would be added to the 'dough' from which would emerge the green ware." It has been established that Wilbur used salt glaze and possibly slip glaze for the interior.

An interesting article, *Early Potteries in Northwest Arkansas*, appeared in *Flashback*, vol. 26, #2, p. 24, May 1976. The writer suggested that Mr. Wilbur had a partner, Mr. Caldwell. It has not been possible to verify this. A potter, Major A. Caldwell, and wife Mary came to Washington County in 1861 and in 1869 moved to Sebastian County, Arkansas.[3] Quoting from the *Flashback* article: "Little old man Wilbur spent his days at the wheel while water trickled down over the jug, jar or pitcher being shaped. He stored his pieces in a cave in the bank until he could peddle them. Mr. Wilbur marked his pottery with the name Wilbur. Sometimes he also put a star and Boonesboro on it. Most of the Wilbur pottery is dark, dull brown."

There seems to be no doubt that Mr. Wilbur was of short stature. The terms "little old man" and "shriveled old man" were used to describe him. His wife, Ellen R., had been described as a very large woman, weighing three hundred pounds or more. Perhaps in comparison, Mr. Wilbur did seem

small. Nevertheless, this dedicated potter sat at his wheel and turned out a great variety of useful articles — among them: vases, churns, crocks, jars, mixing bowls, pitchers and lamps.

The *Flashback* article states that Mr. Wilbur had established his kiln in Boonesboro before Mr. Crawley, a potter who lived in the Strickler area. This does seem to be in error. W.S. Crawley established his pottery in 1845 years before Mr. Wilbur was in Washington County. William Crawley was listed in the 1850 Washington County Census as a 24 year old potter with Madrack Murray enumerated with him. Next to the Murray name was Leroy and Mary Roberts, a potter from North Carolina. It seems that Mr. Crawley could not persuade any of his 21 children to become potters though they did help their father. The Crawley pottery bore no identifying mark but the finished pieces were a red or cream color and took a good glaze. He had no trouble securing clay for they lived near a good deposit in the vicinity of Strickler, Arkansas. He continued making very acceptable items for 30 years and sold thousands of pieces throughout Northwest Arkansas according to the *Flashback* article.

The belief was held that good pottery clay could be found around the Cane Hill area, especially just below Clyde. It has been suggested that the Wilbur clay was of the blue variety. The present owner of the Wilbur land reports he has found pockets of thick sticky grey clay near the kiln site.

In various Washington County records from 1870-1879, J. D. Wilbur reported he had $500 invested in his business. He kept his operation going 12 months a year. He himself was the only worker above 16 years of age. His supplies were wood, clay and salt. He estimated his annual income at $250.

On his farm he also had 2 mules/asses, 3 neat cattle (domestic bovine animals) and 6 hogs. For taxation, his total personal property was valued at $182.

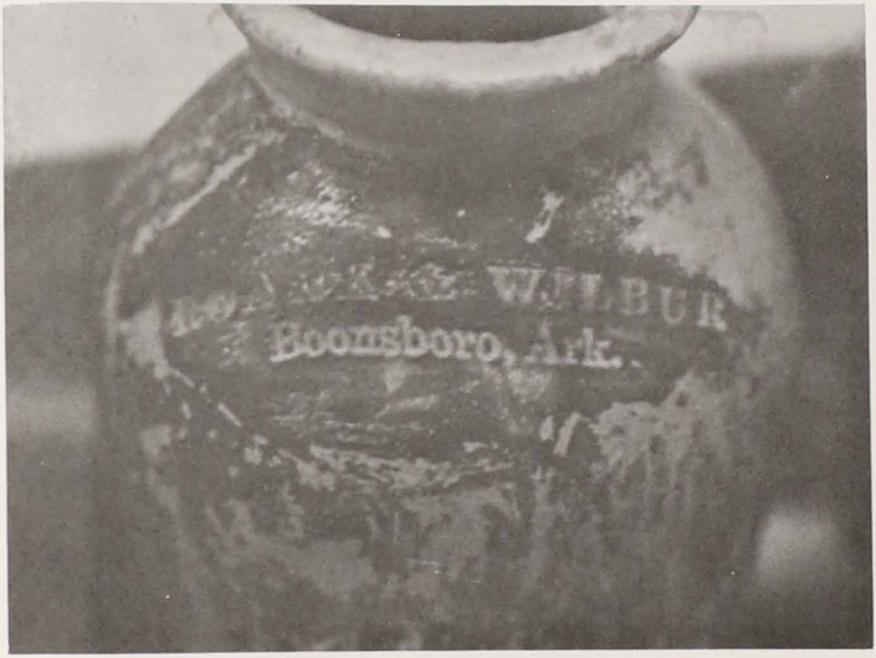
J. D. and Ellen Wilbur were not enumerated in the 1880 Census but there is no doubt that they continued to live on their homesite. On 24 June 1889, J. D. drew up his will, nominating J. S. McClatchy executor. The will was witnessed by B. J. Wade and J. A. Walden. Mr. Wade owned the site of Tandy Kidd's old home just east of the Wilbur farm. The will was simple, request-

ing his debts be paid as well as "funeral expenses which I wish to be of the plainest kind."

He then bequeathed to his wife, Ellen R., all his real estate consisting of one hundred and three acres of land in Washington County. He left all his personal property to her and stated that he desired all be sold as soon as possible so that his wife would not be troubled long with its management.

Mr. Wilbur died 11 July 1889 and was buried in the Cane Hill Cemetery. On 9 December 1894, Mr. McClatchy appeared in Probate Court and reported he had disposed of all the estate and the Court then discharged him from any liabilities. Conrow Miller stated that Mrs. Wilbur went to live with a sister, Mrs. J. R. McCarthy, at Evansville, (so. of Clyde), Washington County.

A warranty deed, dated 6 November 1889, indicated Ellen R. Wilbur sold the 23 acre parcel containing the kiln to John T. Reynolds for one thousand dollars.




*Shoulder marking Roark & Wilbur, Boonesboro, Arkansas*

Conrow Miller stated that the Wilburs had no children, so it is puzzling that on 8 May 1895, J. H. Guthery was appointed guardian of the Wilbur heirs by the Washington County Probate Court. The Wilbur minors were: Tennessee, Tennie, Charley and Martha. Further research will be needed to determine if these young people were related to J. D. and Ellen. Any information will be welcome.

Mr. Miller could recall a Wilbur pitcher that his great grandmother, Mrs. Evaline Holt King, had in her home. He also stated that at one time many of the canning jars made by this potter were stored in their old smoke house. "These jars had a ceramic lid fitted onto a ledge inside the top of the jar. This ledge was spread with hot sealing wax onto which the lid was pressed before the wax congealed, thus it was sealed."

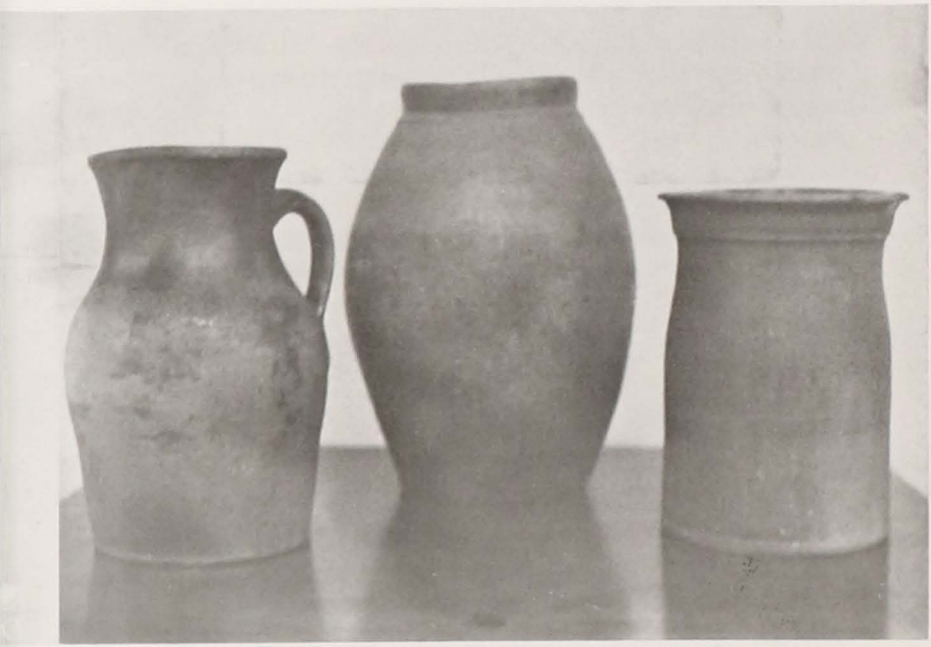
The November trip to explore more thoroughly Mr. Wilbur's farm, now owned by Mr. and Mrs. William Gray, was most revealing. There was no problem tracing the zig-zag path of the narrow stream as it traversed the farm to the kiln and the waterfall. The twelve-foot fall of water was partially hidden by the jumble of large rocks and brush when viewed from on top. A clearer view is from the foot of the fall. At least two caves in the wall of the cliff can be seen from a spot on top near the kiln.

There were two types of kilns used by the pioneer potters of Arkansas. One was known as the 'ground hog' kiln and was the more common. The other, used more extensively in Tennessee, was the "beehive" kiln.[4]

The Wilbur kiln is now a very large mound completely covered with brush. A large tree is growing on the back edge and an opening is nearly full of dirt and vegetation. There is a rectangular opening on the roof near the front of the mound. Plans have been made to excavate the kiln and examine its remains for possible artifacts.

The Cane Hill Museum, located on the upper floor of the old Cane Hill College, has a collection of five pieces of pottery attributed to J. D. Wilbur. Araminta Richardson is in charge of the Museum and is most cooperative in assisting visitors. It is not possible to keep the Museum open at all times. A telephone appointment is easy to arrange.

It was discovered that two of the five pieces in the Museum were marked on the shoulder *Roark & Wilbur*, Boonesboro, Ark. L. M. Roark is the man who sold property to Wilbur in 1869 and 1871. There is no mention that the two men ever had any business relationship. Perhaps the use of the joint names was a gesture of friendship. Unfortunately, the small jar marked with the names was subjected to yellow paint by a previous owner. Attempts to remove the paint have proved futile. The larger jar is in its original state and the names are easily read. The additional three pieces of pottery have no markings but are believed to be Wilbur pottery.



*Pottery attributed to Wilbur — Cane Hill Museum*

In the illustrated catalog, *Arkansas Made*, are 10 examples of the Wilbur pottery with an interesting account of the pioneer potters of Arkansas and the various techniques they used.[5] In this collection, there is one jar incuse-marked *Roark & Wilbur*, Boonesboro, Ark.

A piece of Wilbur clay, irregular in shape but obviously fired and glazed, was given to me by Mr. McColloch. A thumb inden-

tation is easily felt. The artifact is about 2 1/4 inches long. One end has a thickened, flattened knob to act as a base. The other end is an extrusion, flattened and slanted. It seems the most logical use was to prop up his rounded pottery while in the kiln. It could also have been a misshapen handle that was accidentally fired. Could it have been from a child potter at work?

Mr. McColloch found the piece in a sunken area on the south side of the kiln 65-75 years ago. He remembers when there were numerous artifacts in the area of the abandoned kiln.

It was Mr. Lacy McColloch who alerted me to the kiln and to J. D. Wilbur. Mr. McColloch has been generous in sharing his vast knowledge of the history of Cane Hill. Mr. William Gray, present owner of the farm, has been interested and cooperative. I thank both of these men.

**FOOTNOTES**

(1) *Arkansas Made*: I: 161, 1990 by Swannee Bennett & William B. Worthen. *Survey of the Decorative, Mechanical, and Fine Arts Produced in Arkansas* 1819-1870. Univ. of Ark. Press, Fayetteville, London.

(2) Ibid p. 147.

(3) Ibid, p. 153.

(4) Ibid, p. 148.

(5) Ibid, pp. 145-161.

The SKELTON FAMILY Reunion will be held August 15, 1992 in the Salem Community Building in Fayetteville, AR. This potluck begins at 11 a.m. and will continue until over.

*For more information contact:*
*Arthur Skelton 442-9183 or*
*Blanche Wolfenbarger 442-4971.*

# REVOLUTIONARY WAR SOLDIERS

## Washington County, Arkansas

*by William M. Bailey*

Some years ago several lists of "Revolutionary War Soldiers Buried in Arkansas and Washington County" were published. Many were prepared by Miss Clara B. Eno and others under the auspices of the Daughters of the American Revolution. Among the various lists there were mentioned 155 who were thought to be Revolutionary War Soldiers and 26 of these were thought to be buried in Washington County, Arkansas. These are shown in one of the three lists below along with what information we presently have. Group I lists those for which we have a Pension Application — either approved or rejected — who are believed to be buried in Washington County, Arkansas. Group II lists others believed to be Revolutionary War Soldiers and buried in Washington County, Arkansas. Group III lists those whom we have found are not Revolutionary War Soldiers as originally thought or who did not come to Washington County, Arkansas.

The General Lafayette Chapter, Sons of the American Revolution, Fayetteville, Arkansas is gathering all information on Revolutionary War Soldiers in Arkansas and especially in Washington County. There is considerable data on some of these men and we know where a few are buried. We would like to have additional information and are asking for the help of the members of the Washington County Historical Society. All articles published in the *Flashback* along with some of the Bulletins of the Society have been collected.

The type of information we are asking for is listed below. This is not necessarily a complete list. Any and all information along with corrections to data in this article will be appreciated.

1. Place and date of birth. Parents' names.
2. Place and date of marriage. Wife's name and her parents.
3. Place and date of death. Where buried.
4. Names of Children. When and where born.
5. Revolutionary War Service.
6. Where lived after war. Where lived in Washington Co, AR.
7. When came to Arkansas.

Any information should be sent to William M. Bailey, Route 1, Box 156, Wesley, AR 72773 or by phone at (501) 738-2994 (Huntsville, AR).

***GROUP 1:*** Revolutionary War Soldiers for which we have Pension Applications and who are believed to be buried in Washington County, Arkansas.

1. WILLIAM BOYD: Born August 11, 1760 in Hampton County, Virginia. Applied for Pension on December 11, 1832 in Washington County, Territory of Arkansas. Pension rejected for further proof and identification. The Application was copied from Washington County records.
2. WILLIAM CHEATHAM: Born August 28, 1762 in Chesterfield County, Virginia. Applied for Pension August, 1832 in Cumberland County, Kentucky. It was approved on March 8, 1833 in the amount of $38.34 per year. Applied for transfer of pension to Arkansas on March 7, 1837 in Hempstead County, Arkansas. At that time he said he had three children in Arkansas but did not say where. DAR states he is buried in Washington Co., AR. Also states that "grave located" but does not give location. Pension number S 31872 from National Archives.
3. THOMAS GARVIN: Born February, 1764 or 1765 in Augusta County, Virginia. Died November 23, 1834. Originally buried in Bean Cemetery, Park's Corners, Washington County, AR but was moved about 1910 to Cane Hill Cemetery, Washington County, Arkansas. Married Elizabeth Young prior to 1790. There were at least six children. Applied for Pension on December 12, 1832 in Washington County, Territory of Arkansas. Application number R 3932 was rejected as Pension Act did not provide Pensions for Teamsters. The Application copied from Washington County, Arkansas records.
4. SAMMUAL or SAMUEL ? GREGG: Born December 12, 1757 in Augusta County, Virginia. Died January 12, 1841 (last day pension was paid) and is buried in Gehring's Chapel Cemetery, Fayetteville, Washington County, AR. Married Jane ? in 1785. She died in 1834 in Alabama. There were five children. Applied for Pension September 24, 1832 in Lawrence County, Alabama. Pension number S 16840 was granted on April 23, 1833 at rate of $33.33 per year. Copy of Pension Application from National Archives.
5. CHRISTOPHER KIRBY (KERBY): Born September 10, 1760 in Halifax County, Virginia. Died in 1837 at Cane Hill, AR and

is buried in Russell Cemetery at Clyde in Washington County, AR. Married ? and had children. Applied for Pension on December 10, 1832 in Washington County, Territory of Arkansas. Application from Washington County, Arkansas records. Applied a second time for Pension on December 14, 1835 in Washington County, Territory of Arkansas. Pension number S 32356 from National Archives.

6. JAMES LEEPER: Born Augusta County, Virginia in September, 1761. Died January 1, 1842 and is buried next to his wife in Combs Chapel Cemetery in Fayetteville, Washington County, Arkansas. Married to Margaret Henry and had at least one son, Matthew Leeper, and possibly others. Applied for Pension December 11, 1832 in Washington County, Territory of Arkansas. Application copied from Washington County, Arkansas records. Applied for a second time on December 9, 1833 in Washington County, Territory of Arkansas. Copy of Pension from National Archives. Pension number S 31819 was granted January 31, 1834 at the rate of $50.00 per year.
7. WARREN PHILPOT: Born August 28, 1756 in Charles County, Maryland. Do not have date and place of death or where buried. He was listed in 1840 Washington County, Arkansas census as 84 years old and living with Warren Philpot. Applied for Pension on December 13, 1832 in Washington County, Territory of Arkansas. Copy of Pension from Washington County, Arkansas records. Applied for Pension a second time on December 12, 1833 and was granted Pension number S 31907 on March 21, 1834 in amount of $30.85 per year. Copy of Pension Application from National Archives.
8. MARTIN RANDLEMAN: Born December 25, 1761 in Rowan County, North Carolina. Died January 18, 1846 in Washington County, Arkansas. Do not know where buried. Married Mary Magdalena Fur (Furror) on August 12, 1783 in Rowan County, North Carolina. Married second Mary Holcombe. Had six children. Living with Jonathon Holden at age 79 in 1840 census of Washington County, Arkansas. Applied for Pension September 5, 1832 in St. Clair County, Illinois. Pension number S 31946 was granted April 9, 1833 for $26.66 per year. Copy of Pension Application from National Archives.
9. MICAJAH REEDER: Born about 1758 in Loudoun County, Virginia. Died about 1836 and is buried at Vineyard Cemetery, near Evansville, Washington County, Arkansas. Married Angeline LeBlond about 1780. Had four children. Applied for Pension on December 10, 1832 in Washington County, Territory

of Arkansas. Claim was rejected for further proof and specification. Copy of Pension Application from Washington County, Arkansas records. There is a note on a DAR Application that a second Pension application was filed in Washington County, Arkansas on December 13, 1833.

10. JOHN ROBINSON: Born March 7, 1759 in Mecklenberg County, North Carolina. Died September 7, 1842 in Benton County, Arkansas and is buried in Thornesberry Cemetery, Washington County, Arkansas. Married Abigail Moore in North Carolina on February 3, 1784. Had eleven children. Applied for pension on September 23, 1833 in McNairy County, Tennessee. Pension was granted as number S 25090 on November 17, 1833 at the rate of $65.00 per year. Abigail (Moore) Robinson applied for a Widow's Pension on December 4, 1844 in Benton County, Arkansas. Pension was granted June 16, 1845 as number W 24798 at the rate of $65.00 per year. Copy of Pension Applications from National Archives.

11. AARON SMITH: Born about April 10, 1764 in North Carolina. Died March 1, 1841 in Washington County, Arkansas and is buried in Thornesberry Cemetery, Washington County, Arkansas. He married Agnes ? in North Carolina on March 4, 1784 and had children. She died about 1848 in Washington County, Arkansas. Applied for and received a Pension in Anderson County, Tennessee in April, 1818. On July 7, 1821 in Madison County, Illinois he requested that his Pension be transferred there. Again, on February 10, 1836 in Washington County, Territory of Arkansas he asked for a transfer of Pension. His wife, Agnes Smith, applied for a Widow's Pension on October 7, 1843 in Washington County, Arkansas. Her claim was rejected for additional proof of marriage. Copy of Pension Application from National Archives.

12. ARCHILAW WALKER: Born about 1755 as stated to be 78 years old when filed for Pension in 1833. Do not know date or place of death. Applied for Pension on June 11, 1833 in Washington County, Territory of Arkansas. Copy of application from Washington County, Arkansas records.

***GROUP 11:*** Revolutionary War Soldiers believed to be buried in Washington County, Arkansas.

13. JACOB BREEDEN: Supposedly made claim for Pension in 1832. Do not have Pension application.

14. JOHN CARNAHAN: Thought to have been born in Virginia about 1756. Died at Cane Hill in 1840 and buried in old Bean

Cemetery next to grave of Jacob Pyeatte. Do not know if he filed for Pension.

15. UZ FINLEY: Listed in 1840 Census of Washington County, Arkansas. Pension request rejected because did not have six months service. Have now located Pension Application. Could be relative of Margaret Finley who was married to Jacob Pyeatte.
16. JOHN LIGGETT: Listed in 1840 Census of Washington County, Arkansas as age 77 and living with William Mayfield. Married to Mary Shield. War service in Pennsylvania. Do not know if filed for Pension.
17. THOMAS LIGGITT: Nothing known. There is a Thomas Liggitt who received Pension for War Service from Pennsylvania but do not know if same one. Could be related to John Liggett above.
18. ARTHUR MURPHY: There is an Arthur Murphy listed in the 1840 Census of Washington County, Arkansas as a Revolutionary War Soldier. Is this the same Arthur Murphy who applied for a Pension in Lawrence County, Territory of Arkansas on May 21, 1833?
19. THOMAS PHELAN: Born 1755. Died December 12, 1827. Pension rejected – did not serve six months. Do not have Pension Application.
20. JACOB PYEATTE: Born 1760. Died 1844 in Cane Hill, Washington County, Arkansas and is buried in Bean Cemetery. Came to Arkansas in 1897 and Washington County in 1827. Do not know if he filed for pension.
21. HENRY SCOTT: Listed as Pensioner in 1840 Census of Washington County, Arkansas. Also, listed as age 88 and living with Cyrus Galbraith. Do not have Pension Application. His wife Christiana Scott received Pension number W 20049 as Widow.
22. JOHN WILSON: Pension rejected for proof and identification and for reason why he did not apply under the Act of 1818. Do not have Pension application.

*GROUP III*: Soldiers who did not come to Arkansas or who did not serve in the Revolutionary War.

23. JESSEE BEAN: Revolutionary War Soldier who did not come to Arkansas. Several of his children were quite prominent in Independence, Crawford and Washington Counties in Arkansas.
24. JOHN BILLINGSLEY: Was born in 1772 and not a Revolutionary War Soldier. His father, James Billingsley, served

in the Revolutionary War and died in Tennessee.

25. REDDING PUTNAM: No proof he was in Revolutionary War. Possibly served in War of 1812. Name is shown on several lists.
26. HENRY TOLLETT: May not have served in Revolutionary War. Could not find any proof of service.

In addition to those above, Johnson Womack applied for a Pension in 1832 in Washington County, Territory of Arkansas and again in 1837 in Madison County, Arkansas. This second application was granted. He lived in that part of Washington County which was included in Madison County when it was formed in 1836.

Others in Madison County, Arkansas who received Pensions as Revolutionary War Soldiers were James Gage, James Stewart, and Daniel Sutherland.

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National Archives. Various Revolutionary Pension Applications.


We fought and won our liberty
When Britain tried to tax our tea.
And now that we possess that right
We're taxing everything in sight!

# FAIRVIEW MEMORIAL GARDENS CEMETERY
## A Brief History

*by Fletcher Smith*

Genealogists and those interested in local history have long known that cemetery records can often be a rich source of useful information. Fortunately, a sizable number of cemeteries within Washington County have been the subject of at least a cursory examination by local historians. The purpose of this article is to give a brief descriptive history of Fairview Memorial Gardens, a cemetery whose history has been somewhat neglected.

Fairview, or "Harter's Fairview" according to the county records, was first incorporated as the Fairview Memorial Park Association in January, 1923. J. Frank Moore of Fayetteville served as president of the board of directors, with N. F. Harter, A. H. Markle, F. Backstrom, Dr. H. T. Tarr, and W. Appleby as officers. Several of these men, along with their wives and children, are buried at Fairview. Fairview was established as a "perpetual care" cemetery and has remained so throughout its existence. A percentage of the purchase price of all lots sold is put into a state supervised trust fund, the interest of which would be used for maintenance if the cemetery is ever abandoned. It remains one of the few such cemeteries in Northwest Arkansas.

The cemetery proper, located on Mission Boulevard within the Fayetteville city limits, comprises approximately twenty-four acres, three-fourths of which has been developed. The majority of the plots are used for traditional burial, but there are separate sections for the burial of cremated remains, lawn-crypt burials — in which two burials are performed in the same plot — as well as two mausolea. Two sections devoted exclusively to infant burials are located in the southeast and southwest corners of the cemetery. The oldest parts of the cemetery is the sections designated "E" and "B" in the sexton's records. Section "E" lies just west of and parallel to Mission Boulevard. Section "B" is located in the center of the cemetery grounds.

The cemetery records are housed within the sexton's office, located just southwest of the front gates. They are quite com-

plete, listing the name of the deceased, the date of interment, the section and lot in which the burial was performed, and sometimes the next of kin. Kelly D. Smith of Fayetteville is the current manager of Fairview. She is generally on hand to answer queries or to make the records available to interested researchers.

Though some would consider Fairview to be of too recent origin to be truly "historical," some of the counties' leading citizens have ancestors buried here.

The author is currently compiling a necrology (a detailed listing of all burials) of Fairview. When it is completed in a few months the author hopes to be able to make it widely available for use by local historians or those tracing their ancestry.

There will be a COFFIN FAMILY Reunion on the island of Nantucket 2-4 October 1992 in celebration of the 350th anniversary of the arrival of Tristram Coffin in the fall of the year 1642. All persons with the Coffin surname and their spouses and relatives will be welcome." Source: *Coffin Family Newsletter*, Bethesda, MD.

*Submitted by James Q. Neal.*
*3200 Brophy Drive, Sacramento, CA 95821.*

A special "thank you" goes out to member Mary Ann Roscopf of Helena, AR, for her donation to the W.C.H.S. library of twenty xeroxed copies of the *Winslow American* newspapers dating from 1909 to 1942, as well as obituaries to add to our new obituary card files.

## SAVE THE JOHNSON POST OFFICE

As a Board member representing Northwest Arkansas on the Arkansas History Commission, I feel the following thoughts need to be considered by all parties involved concerning the Johnson Post Office. Certainly the Johnson Community needs an improved post office facility, but why not consider a complete restoration of the current Johnson General Store building as an option in seeking a new facility.

Once an owner of Forrest Park Canning Company that leased the old store building to the Postal Service, I became aware of the old buildings' historical significance. Not only does the structure date back to the 1890's and is a perfect example of early general store architecture, a postal inspector once told me that the Johnson Post Office is the oldest Post Office in Arkansas, still operating in it's original building. The structure's history which came to me from the late Blanche Elliot, founder of the War Eagle Fair, and her sisters Bonnie Hanks and Elizabeth Farish of Springdale, is as follows:

The current store building was originally built by Ed Gillett of the Ozark Lime Company as a company store to serve the miners who worked in the lime mine south of the store. In 1904 the store burned, and when being rebuilt, the Hank's store was added to the current building. Considering the fact that the Hanks original store was made a part of the structure, the present Johnson Post Office has served the postal needs of the Johnson vicinity for over 92 years.

When the postal service updated the facility in the early 1970's I acquired the original fixtures, post office brass boxes, and pot bellied heating stove.

The fact the structure is our state's oldest original building post office, I feel certain most of our county citizens would like to see the facility renovated and preserved. The Johnson Home and Mill restorations are on the National Historic Register and have no doubt contributed to our region's tourism industry. The old Johnson Store and Post Office would further contribute to our region's history and tourism industry.

Considering the structures condition, something needs to be done fast if this historic structure is to be preserved. I would suggest that the Johnson City Council consider at least the pos-

sibility of acquiring the old store property and seeking funds for a full restoration of this, our state's oldest post office facility. Not only is the structure conveniently located in the center of the Johnson Community, you have one of our region's historic structures that will further attract our region's tourism through your community. Too many of our region's historic structures are already gone. Should these ideas be of interest to Johnson residents and a study committee be formed, I would be willing to serve on such a committee although I am not a Johnson citizen. I would also appreciate hearing from those who share my concerns for preserving the old Johnson Store and Post Office.

*Photo of building made 1991*

Phillip Steele
P. O. Box 191
Springdale,
AR 72765

*Johnson's old Post Office, c1930*
*photos courtesy Phil Steele*

# HOLCOMB FAMILY HISTORY

## Cener Boone Holcomb

*by Herbert Holcomb*

Cener Boone was born in Flat Creek Community of Bedford County, Tennessee, March 14, 1839. She was the ninth child of eleven children born to her parents.[1] Cener's father was William (Billy) Boone, born in Rowan County, North Carolina, December 12, 1790, the fourth child of Reverend Benjamin and Mary Wilson Boone. He married Sally Howard, daughter of William and Mary Stephens Howard (formerly of Rowan County, North Carolina). Sally Howard was born December 29, 1803 in Lincoln County, Tennessee. They made their home on the road between what is known as the Flat Creek and New Hermon Communities. The children of this union were Howard, Polly, Rhoda, Benjamin, Faner, Sarah Donaldson, James, Rebecca, Cener, Viviana, and Daniel. Cener's mother died January 13, 1843 shortly before Cener was four years old.[2]

Wright W. Frost gives some more of the family history in his book "The Frosts and Related Families of Bedford County, Tennessee," and I quote:

*"William Boone remarried some time after the death of his first wife. The Census Report of 1850 indicates his second wife's name was Margaret and that she was fifty-two years of age. Her family connections have not been made available. Apparently William Boone left a will which did not allow for his widow as much as she thought was lawfully hers, for on September 4, 1854, she asked the court to set aside the will. According to this court record, William Boone died on July 9, 1854, one month later than the date contained in family records."*

The above narrative portends many possibilities for Cener's destiny. Many historical facts are unattainable because of a subsequent loss of Bedford County records by fire. Wright W. Frost ceases to follow the record of many of William Boone's children, including Cener. The 1850 census of Bedford County, Tennessee lists Cener as 11 years of age living at home with her father and step-mother, along with Benjamin, Faner, Sarah, Rebecca, and Daniel. Washington County, Arkansas records

portray a fairly accurate basis for knowing Cener's transition from Tennessee to Arkansas.

Dr. James Boone, an older brother of Cener's father, married a Sophia Smith of Murfreesboro, Tennessee,[3] and later located in Washington County, Arkansas, with his wife and two sons, sometime between 1830 and 1832. Two other sons and a daughter were born to this union in Arkansas, with the daughter dying in infancy. Dr. Boone died in Arkansas June 11, 1856.[4] His second son, Benjamin F. Boone, was engaged in law practice in Fayetteville, Arkansas, prior to the War Between the States. Joseph Holcomb, who was later to become Cener's husband was a clerk in the Washington County Courthouse involved with court records. In such capacity he would have been known to Cener's first cousin, Benjamin F. Boone.

Polly Boone, Cener's older sister, born June 3, 1826, married Thomas Wright Frost on April 23, 1843.[5] She is listed in the 1850 census of Bedford County, Tennessee, with her husband and three children. Arkansas land records show that this family purchased land in Washington County, Arkansas, January 2, 1851, in an area not too far from her uncle, Dr. James Boone.[6] Thomas Wright and Polly Frost migrated to Arkansas with their family very soon after the 1850 census was taken. Thus, some of Cener's immediate family were then living in Washington County.

Thomas W. Frost, as guardian of Cener Boone, Plaintiff, versus Leroy B. Cunningham, in an action to recover a just debt with court costs of monies belonging to Cener Boone is recorded in Washington County Circuit Court records, Book G, pages 535, 536, and 537 dated March 18, 1857. At this writing it has not been determined when and where Cener became a ward of her brother-in- law. Since later records place another brother and sister in Washington County, it can be surmised that Thomas W. and Polly Frost took action against Margaret Boone, Cener's stepmother, to guard the inheritance of William Boone's minor children at his death and her subsequent attempt to break his will in September of 1854. It is logical that Thomas W. Frost was appointed guardian of Cener, and as such brought her as a young girl of approximately 16 years of age to live in Washington County, Arkansas.

Sarah D. Boone, another older sister of Cener, born September 21, 1833,[7] married Samuel Pickney Pittman in Washington County, Arkansas, May 19, 1858.[8] If she accompanied Cener in her move to Washington County, she would have just turned 21 at the time. In a Circuit Court case recorded March 17, 1857, Samuel Pickney Pittman is listed as having worked for Leroy B. Cunningham as a minor and his guardian, as Plaintiff, was suing to collect from the defendant monies owed for his labor. This suit was related to Thomas W. Frost's suit on behalf of Cener. An interesting note of pure supposition, Sarah and Samuel Pittman could have become acquainted at this time. Samuel Pickney Pittman was born in Prairie Grove, Washington County, Arkansas, June 22, 1836. Where Sarah was living before her marriage is not known.

Cener Boone, of Bedford County, Tennessee was listed in a copy of the Catalogue of Fayetteville Female Seminary, Washington County, Arkansas, 1859-1860, as one of the two graduates for that school year, with the session ending the last Thursday of June. The Catalogue lists a four year general course above a primary department.[9] Since the Seminary was a boarding school, as well as having day session students, it is possible that Cener made her home at the Seminary until her graduation.

On July 25, 1860, the Probate Court confirms and enters on record that Thomas W. Frost is discharged from his guardianship of Cener Boone, after having made a full accounting of and paying over to her all the residue of the property belonging to her. Frost requests his dismissal as guardian of Cener as she had become 21 years of age as of March 14, 1860.[10]

The 1860 Census record of Washington County, Arkansas does not reveal the place of abode for Cener that year. Cener's younger brother, Daniel Boone, employed as a school teacher, age 17 (born December 28, 1842)[11] is listed as residing with Stephen Engert. A sister, Rebecca Boone, born November 18, 1836, married Frank E. Lacey, a minister and settled in Tennessee. Two of Cener's siblings, one who was born just before her and one just after, died in infancy.[12]

The Female Seminary, Cener's probable home until 1860 in Arkansas, was located on Mountain Street between Locust and

School Avenues, Fayetteville, Arkansas.[13] The school was founded by Sophia Sawyer, a young missionary who had attended the education of the children of John Ridge (of the Cherokee Nation) and Sarah B. N. Ridge, his wife.[14] [15]

Upon the assassination of John Ridge in June 1839, Sarah Ridge moved to Fayetteville with her younger children for protection.[16] Sophie Sawyer came to Fayetteville with her and founded the school. When Miss Sawyer died in 1854, the school continued as a private Seminary for girls. The last graduate of the Seminary, in 1861, was Miss Mary Stone, daughter of Stephen K. Stone[17] whose residence was located facing Center Street of Fayetteville, the next block northeast of the school. Sarah Ridge had purchased a home on Center Street and Locust Avenue in Fayetteville. Sarah Ridge died at this home in March of 1856 or 1857.[18]

Joseph Holcomb, who had become a prominent businessman in Fayetteville, began obtaining the title to the Ridge home in 1858 from the Ridge heirs.[19] The Washington County 1860 census lists him as a single man living in the home of Stephen K. Stone on Center Street just across from the Ridge property. History records him as being elected a Fayetteville City councilman the same year.[20]

Since Cener Boone was a senior student graduating only one year ahead of Mary Stone, the few older students of the Seminary would have no doubt become close friends. It is inevitable that Cener had spent some social hours at the Stone residence.

On December 12, 1860, Cener Boone was united in marriage to Joseph Holcomb, born November 22, 1825 in Fulton County, Illinois, moving to Arkansas with his parents in late 1838 or early 1839. The marriage records show Cener's age as 21 and Joseph's as 30 (but actually 35) both living in Washington County, Arkansas. The certification of marriage was by Thomas Stanford, a minister of the Gospel in the Methodist Church South, with the credentials of his ordination duly recorded in the Clerk's Office of Washington County, Arkansas. He further certified "that the ceremony in marriage was according to the usage of the church of which I am a member."[21]

It is not probable that Joseph and Cener Holcomb ever lived in the Ridge House. On the 19th day of April 1861, they deeded

property (Lots 2,3, and 4 of Block 18 of the Town Plat of Fayetteville) to a John G. Scarbrough reciting, "being the place in which Scarbrough now resides." The deed was executed in the names of Joseph Holcomb and Cener Holcomb.[22] Lot 1 comprised the balance of the property in Block 18 which was owned and retained by the Holcombs.

1861 was to become a turbulent year for the City of Fayetteville because of the unrest leading to the Civil War. May 6, a secessionist legislative assembly passed an ordinance withdrawing Arkansas from the Union. Washington County residents were badly divided on their loyalties. State Militias of volunteer companies were formed for protection of the State. One such company was organized June 11, 1861 at Nashville, Hempstead County, Arkansas, called the "Davis Blues"[23] along with many others, including companies organized in Washington County.[24]

The Davis Blues arrived in Little Rock on or about June 23, 1861 and afterwards were enrolled as Company F, 5th Arkansas Infantry of State Troops, Colonel Thomas B. Dockery commanding. This unit was sent to Camp Walker, a staging area in Benton County, Arkansas for training.[25] Washington County volunteers were also a part of all the troops assembled at Camp Walker.

Cener Holcomb was to have her husband volunteer for Arkansas State Militia Service apparently as a storekeeper in the Quartermaster Corps. Joseph Holcomb billed the Confederate States on July 3rd, 1861 for services of a four horse wagon and team in hauling ammunition from Fort Smith to Fayetteville.[26] On August 1st, 1861, he billed the States for the purchase of seven mules for W. M. Montgomery, Major Quartermaster. Joseph Holcomb certifies that he received payment at Camp on Wilson Creek, Missouri on August 7, 1861.[27] In the official records of the Battle of Wilson Creek, August 10, 1861, he is on the roster of the Davis Blues, Company F, with Captain A. S. Hutchinson commanding. They are recorded as guarding an artillery group in action at Reid's Field.[28] The Fifth Arkansas was disbanded and sent home August 24, 1861.[29] Joseph Holcomb's records show that he was an active storekeeper in the employ of Col. T. C. Hindman for ten and one-half days in September 1861.[30] He continued to procure for the Confederate States Army through February 7, 1862 in

Fayetteville, AR.[31]

Cener Holcomb gave birth to her first child, William Herbert Holcomb, December 22, 1861, in Fayetteville, Arkansas.[32] Her place of residence in Fayetteville at that time is not known.

On September 22, 1863, Rebecca Baker Holcomb in a letter to her husband, (William H. Holcomb), who was a Confederate prisoner-of-war in Ohio and a brother to Joseph Holcomb, stated that "Joseph took his family to Texas."[33] This appears to have included Cener, his son , (William Herbert) his father and mother, (Rev. John and Dorothea Holcomb) and his younger brothers and sisters still at home with his parents at Springdale, AR. The movement of Cener Holcomb to Texas with her in-laws probably occurred in the month of March 1862. The minutes of the Shilo Regular Baptist Church of Springdale, where Reverend John Holcomb was pastor, cease after January 1862 until after the war.[34]

Joseph's war record does not show active participation between February 7, and November 14 of 1862, when on the latter date he sells his horse to the Confederate States Quartermaster Corps.[35]

Joseph Holcomb was listed as Commissary staff at the Confederate States Hospital at Cane Hill, Arkansas on February 9, 1963. This report included seven staff members, 169 wounded soldiers, and 44 general attendants.[36] The list included Benjamin F. Boone, Cener's first cousin, who died soon after the report from wounds he had received in the Battle of Prairie Grove on December 7, 1862.

A Company Muster Roll card (Confederate) of Gordon's Regiment Calvary contains the name of Jo Holcomb (as Joseph was always known), Pvt. Co. F 2nd Reg'l Arkansas Calvary, for September and October, 1863. Other information contained on the card includes:

| | |
|---|---|
| Enlisted – May 10, 1863 | Where – Fayetteville |
| By Whom – J. Fen Rieff | Period – 3 years of war |

He was mustered as absent but being detailed as QM Clerk to Major Crawford May 10, 1863.[37] A similar muster roll card for January and February 1864 contains the same information

with Jo Holcomb being present.[38] Major Crawford was in charge of the Quartermaster Corps attached to Cabell's Brigade, actively defending the Confederate Capitol of Arkansas located at Washington, Hempstead County, AR. The war ended with Joseph at this location.

Cener Holcomb's brother-in-law, Samuel P. Pittman, was in action at the Battle of Prairie Grove and was promoted to Lieutenant for brilliant conduct on the battlefield.[39] A letter written by Samuel from Monticello, AR on September 22, 1864, to his wife Sarah (who was still at home near Prairie Grove) portrays some of Cener's fortunes. Quoting from the letter, "I wrote to you by several who I think will get home, to come out if you could and you thought it prudent. Holcombe (Jo) promised to bring you out ... Cener says, if you come out that you and she could keep house. She is going to leave her father as he has such a large family to care for." Other news in the letter mentions Holcomb (Rev. John) in Texas and that Daniel has resigned from the infantry and gone to the cavalry, gotten a position as adjutant in the regiment of Cabell's Brigade and likes it very much. A note of sadness to Sarah is the news that Cener has reported that their brother Ben had fallen in the war. A postscript to the same letter says, "If you should go out to Washington (meaning if Jo Holcomb brings you out)" indicates that Joseph is still headquartered there.[40]

Cener Holcomb was reunited with Joseph after the end of the war in the community of Greenville, Hempstead County, AR.[41] Land records show that on March 29, 1866, Jo and Cener purchased a tract of land that was described by "beginning 50 feet south of the southwest corner of said Holcomb's shop as it now stands." Obviously Jo Holcomb was established in the community at that time.

Joseph Holcomb collaborated with other comrades-at-arms and together with Cener, purchased and sold land and platted the beginning of the town that is now known as Mineral Springs, Howard County, Arkansas. Jo Holcomb renamed Greenville to Mineral Springs and is credited with beginning commercial life in that community again after the war.[42] Happiness was again short-lived for Cener Holcomb, for on June 8, she gave birth to a still born son and then died three days later on June 11, 1867 leaving her husband Joseph and son William Herbert, who was

then five and one-half years old.[43] The grave of Cener Boone Holcomb in Mineral Springs cannot be located.

However, from her life the Holcomb name lives on in the third, fourth, and fifth generations along with many other direct descendants to the sixth generation. Joseph Holcomb remarried two years later, returned to Washington County, Arkansas and had a second family.

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## THE OLD JAIL

The Old Washington County Jail stands as a stately reminder of our Victorian past. In November of 1895, Judge Bill Hill appointed

J. M. Phillips as Building Commissioner for a new jail for Washington County, stipulating the land and building were not to exceed $6,000. In December, 1895, Mary J. Thurman received $750 for the land. By March of 1896, the first payment for rock hauling was made. The architect, W. B. Reese, was paid $250 for his services.

Reese's design for the three-story stone building has aspects of a Victorian home. The sheriff and his family had living quarters on the main floor. The entrance foyer is enhanced by a handsome oak staircase. Upstairs were cell blocks, plus sleeping

areas for the sheriff's family. A peephole to the cell block allowed examination with safety.

The cell blocks were arranged with a "run-around" — space for supervised exercise. The jail was a retaining facility where the offenders stayed until convicted, sent elsewhere, or released. The story goes that the last two men hanged in Arkansas met death at the Washington County Jail from a scaffolding on the north face of the building. The Jail's proximity to the courthouse was most convenient.

Reese's design had elements of the Romanesque Revival style. Round arches and pilasters of a lighter color stone contrast the rough-cut stone walls. These pilasters (attached columns) occur at intervals and are topped with battlements. A crenelated parapet joins the pilasters at the top. The entry is marked by a tower. All these give the building the air of a medieval fortress.

The restored Old Jail serves as an imposing terminus to Mountain Street, and also illustrates a creative adaptive re-use.

## YELL'S OFFICE IN PLACE

... Securely in place on Headquarters House property. Because we had to make new footings, lay rock for a foundation of native stone, replace termite-destroyed support beams with treated lumber, and replace the original chimney rock by rock,

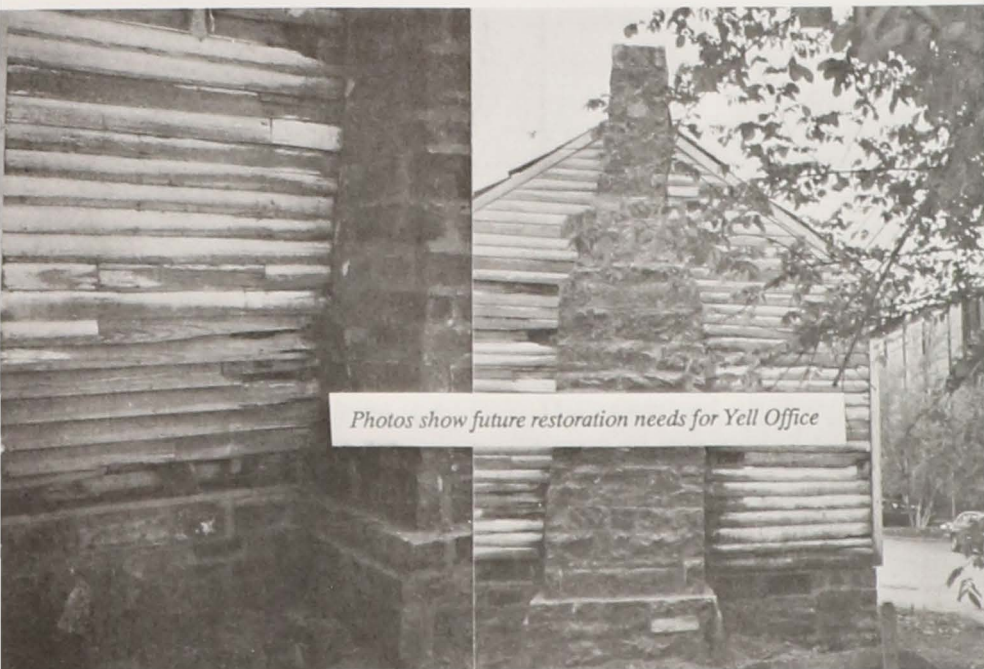
but on a sturdy base, we are now $3,000 over the $5,000 given us by the Fayetteville Restoration, Inc. fund.

AND, we still haven't gotten to the important job of saving as much as we can of the "as built" aspects of the building.

PLUS, we are ambitiously planning to furnish Yell's office with period pieces and books for the shelves. The Society owns a rocking chair once used in Judge David Walker's office and a restored desk from that period from the estate of a Chicago attorney. If you know of, or have, chairs, office furnishings or appropriate law books from before the Civil War, please put us on the track to acquire them. We can acknowledge the gift at your appraisal, or the estate's, value for tax deduction under current law.

We repeat our offer from the May 1992 *Flashback*: A donation of $200 will put your name on a brass plaque and get you a copy of William W. Hughes' biography of "Archibald Yell" (while they last). A $50 donation will get you the book, or, if you prefer, a copy of *A Documentary History of Arkansas* published by U. of A. Press (of which we recently received a new supply). Such gifts are, of course, deductible.

This is truly a worthy cause, and we look forward to your help in any way to keep this fine example of Arkansas' history.



*Photos show future restoration needs for Yell Office*

*Gifts have been made to the*
*Washington County Historical Society*

| *in Memory of* | *From* |
| --- | --- |
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*The Society is deeply grateful.*

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